



2022 MONZA EVENT

8 to 11 September 2022

From	The FIA Formula 3 Race Director	Document	3
To	All Teams, All Officials	Date	08 September 2022
		Time	16:00

Title 2022 F3 Monza Event Notes
Description 2022 F3 Monza Event Notes
Enclosed 2022 F3 Monza Event Notes v1.pdf

Claro Ziegahn

The FIA Formula 3 Race Director

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EVENT NOTES
General Instructions

1) Pit lane map.

- 1.1. Safety Car lines.
- 1.2. The location of the pit entry and the pit exit.
- 1.3. Designated garage areas.
- 1.4. Safety Car position for first lap and rest of race.
- 1.5. Blue flag marshal at the pit exit.
- 1.6. Track light panels displaying pit entry status.

2) Pre & Post Session / Race Procedure from support paddock to F1 pit lane

- 2.1. For the transfer procedures from the support paddock to the F1 pitlane, prior to all sessions and races, only the set of installation tyres detailed in Article 24.1 of the Sporting Regulations, may be used.
- 2.2. A detailed description and further information of this procedure (pit lane order and timing) are described in the attached document – F3 Event Procedures.

3) Tyre Schedule

- 3.1. Refer to attached document – F3 Tyre Schedule.

4) Pirelli Event Preview

- 4.1. With reference to Article 12.8 of the Technical Regulations see the attached document provided by the official tyre supplier.

5) Track Light Panels

- 5.1. The FIA track light panels have been installed in the positions shown on the circuit map. In accordance with Appendix H to the ISC the light signals have the same meaning as flag signals.

6) Start Lights

- 6.1. When the red start lights are illuminated all cars shall immediately reduce speed and proceed slowly back to the pit lane.

7) Drivers leaving their pit stop position in the pit lane

- 7.1. For safety reasons, during practice and qualifying drivers must not do burn outs from their pit stop position, for the avoidance of doubt this also applies when the pit exit is open for reconnaissance laps.
- 7.2. It is not permitted to do burn outs or clutch bite points checks in the paddock, garage areas and in the pit lane at any time during the Event.
- 7.3. For reasons of safety, any driver released from their pit stop position must move to the fast lane as quickly as possible, drivers must not drive side by side with another car.
- 7.4. For reasons of safety and sporting equity, drivers must not drive through other team's pit bay after being released from their pit stop position.

8) Observing yellow flags during free practice and qualifying

- 8.1. Double waved: Any driver passing through a double waved yellow marshalling sector must reduce speed significantly and be prepared to change direction or stop. In order for the stewards to be

satisfied that any such driver has complied with these requirements it must be clear that he has not attempted to set a meaningful lap time, for practical purposes this means any driver in a double yellow sector, will have that lap time deleted.

- 8.2. Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 8.3. Drivers should not overtake any car in a single waved yellow marshalling sector unless it is clear that a car is slowing with a completely obvious problem, e.g. obvious accident damage or a deflated tyre.

9) Lapping during the race

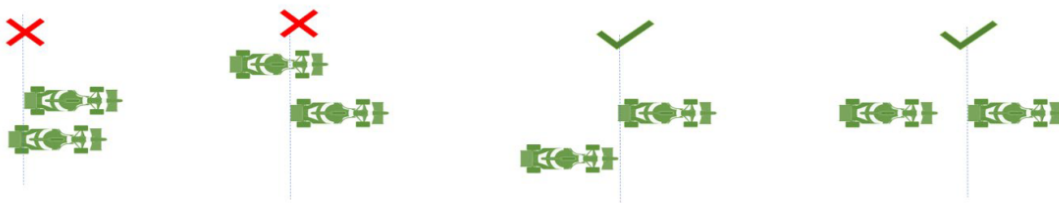
- 9.1. The ISC requires drivers who are caught by another car about to lap him to allow the faster driver past at the first available opportunity. The F1 Marshalling System has been developed in order to ensure that the point at which a driver is shown blue flags is consistent, rather than trusting the ability of marshals to identify situations that require blue flags.

As it was at the end of last season the system will be set to give a pre-warning when the faster car is within 3.0s of the car about to be lapped, this should be used by the team of the slower car to warn their driver he is soon going to be lapped and that allowing the faster car through should be considered a priority. When the faster car is within 1.2s of the car about to be lapped blue flags will be shown to the slower car (in addition to blue light panels, blue cockpit lights and a message on the timing monitors) and the driver must allow the following driver to overtake at the first available opportunity.

It should be noted that the aim of using F1MS is ensure consistent application of the rules, additional instructions may also be given by race control when necessary.

10) Safety Car Procedure

- 10.1. Art. 40.13 (...) In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking nor any manoeuvre which is likely to endanger other drivers or impede the restart.(...)



11) Fuel pressure release in parc fermé

- 11.1. For safety reasons, teams are authorised to appoint one person specifically in order to release the pressure inside the fuel cell when the cars return after each session. In addition, teams are authorised to attach fans to the car in the parc fermé.
- 11.2. When the cars are in the parc fermé, this person must request prior authorisation from the FIA Technical Delegate on site and is only authorized to perform the action specified above.
- 11.3. This person will not count as far as Article 21.5 of the 2022 FIA F3 Sporting Regulations is concerned (team personnel limitation)

12) Teams Guests

- 12.1. Teams are reminded that guests are included in the category of participants as defined in Article 20 of the International Sporting Code. At the same time, Article 9.15 from the International Sporting Code states that the competitor is responsible for all acts or omissions on the part of any person to whom the competitor has allowed access to the reserved area. The pit lane and the grid are reserved areas.

Event Specific Instructions

13) Changes to the circuit

- Turn 1 – Turn 2: Track has been resurfaced. First rubber kerbs have been removed.
- Turn 4 – Turn 5: Track has been resurfaced. All rubber kerbs have been removed.
- Turn 8 – Turn 10: Track has been resurfaced.
- Turn 8 – Turn 10: The verge on RHS has been reduced to 2.0 meters.
- Turn 11: Starting from the apex, the asphalt run-off has been reduced to 2.0 meters.

14) Fire extinguishers around the circuit

- 14.1. Indicated by white boards with a red fire extinguisher image attached to the debris fences and barriers.

15) Places to remove cars from the track

- 15.1. Indicated by long fluorescent orange panels on the barriers. If it is safe to do so, drivers should try to stop on the right-hand side of the track.

16) Places where drivers may leave the track

- 16.1. Indicated by orange painted openings in the debris fences and orange painted squares on the barriers.
- 16.2. Should a car stop on the track during a session, it is recommended that the driver keeps all their protective clothing (Helmet, Gloves, etc) on until they have returned to their garage.

17) Lines or bollards-at the Pit Entry and Pit Exit

- 17.1. In accordance with Chapter 4, Article 4 and 5 of Appendix L to the ISC drivers must follow the procedures at pit entry and pit exit.
- 17.2. The dotted white lines across the pit entry and the pit exit are the track edge.
- 17.3. For safety reasons, the line that is considered to be at pit exit, includes the line painted on the track at pit exit and continuing after SC2 line.

18) Track Limits

- 18.1. In accordance with the provisions of Article 27.3, the white lines define the track edges. During Qualifying and the Race, each time a driver fails to negotiate with the track limits, this will result in that lap time being invalidated by the Stewards.
- 18.2. **Turn 1-2:** Four rows of polystyrene blocks have been placed in the escape road at the first chicane. In order to ensure the cars are able to re-join the track safely, any driver using the escape road must go around the end of each of these rows and re-join the track at the end of the escape road. Drivers may only use the grass if it is clearly unavoidable.
- 18.3. **Turn 4:** Any driver going straight and who misses the corner before the apex kerb of turn 4 must stay to the right of the yellow line and the bollard, he may re-join the track at the far end of the asphalt run-off area after the exit of Turn 5.

19) Track light panel displaying pit entry status

- 19.1. Light panels 16, 17 indicated on the pit lane map will display a flashing yellow arrow if cars are required to use the pit lane once the Safety Car has been deployed during the race.
- 19.2. Light panels 16, 17 indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

20) DRS

- 20.1. DRS Detection will be automatically disabled in each individual zone if any of the light panels in that particular zone are displaying yellow. The zones and corresponding light panels are as follows:
- a) DRS Activation 1: Panels 9, 10, 11, 12, 13
 - b) DRS Activation 2: Panels 1, 2, 3

21) Pit Lane

21.1. The pit lane speed limit is 60 km/h for the entire event.

22) Pit Lane Barriers

22.1. F1 Teams have been instructed to ensure their barriers are no more than three meters from the garages.

23) Practice Starts

23.1. During Practice session, practice starts may be only carried out on the RHS at the end of the pit wall and before the first dotted white line across the pit exit.

23.2. During the time the pit exit is open for the race, practice starts may be carried out after the end of the pit wall but before the second dotted white line across the pit exit.

23.3. During this time, any driver passing a car which has stopped to carry out a practice start may cross the white line that is referred to in 17.1 above.

23.4. For reasons of safety and sporting equity, cars may not stop in the fast lane at any time the pit exit is open without a justifiable reason (a practice start is not considered a justifiable reason).

23.5. For reasons of safety and sporting equity, at any time the pit exit is open, and practice starts are permitted to be carried out, any driver who wishes to perform a practice start must form up in a line and leave in the order they got there unless another car is unduly delayed.

24) Car number light panels for the start

24.1. On the right-hand side of the grid.

25) Removing cars from the grid

25.1. Through the gate in the pit wall adjacent to grid positions 6 and the pit lane exit.

26) Suspending a race

26.1. In case of a race suspension, cars will be stopped in the fast lane of the pits in front of the pit exit lights.

27) General – End of session

27.1. To avoid incidents when cars are leaving the track after turn 10 to return to the paddock, after the end of track sessions, there must be “No Overtaking after Turn 8”

Claro Ziegahn
The FIA Formula 3 Race Director

Paddock Departure and Return – Trolley and Race Cars

Departure from Support Paddock

Teams have been allocated in the correct order for entry into the F1 pit lane, so please keep to this order for each transfer:

1. Charouz Racing System	6. VAR
2. Hitech Grand Prix	7. Trident
3. Campos Racing	8. Prema Racing
4. Jenzer Motorsport	9. ART Grand Prix
5. Carlin	10. MP Motorsport

Trolleys will exit the support paddock and turn right onto the main road keeping to the right-hand side. Space is restricted in the exit area, so it may be a tight turn.

Continue straight on through the control gate into the public merchandising area. Please be careful of traffic and pedestrians! After the gate (by the “Club House Automobile Club Milano” building), turn left into the road which takes you to the rear of the F1 paddock and ahead to the pit lane access. Teams should turn their trolleys around in the pits upon arrival, ready to exit through the same route as they arrived.

Once trolleys have left the awnings, cars may be pushed towards the track access gate at the rear of the paddock, from where they will be released by marshals to be driven on track to the pit lane. Please keep to this order for each transfer:

1. MP Motorsport	6. Carlin
2. ART Grand Prix	7. Jenzer Motorsport
3. Prema Racing	8. Campos Racing
4. Trident	9. Hitech Grand Prix
5. VAR	10. Charouz Racing System

Mechanics who stay behind until race cars have been released onto the track will be allowed to reach the pit lane via the passage beside the Medical Centre.

ALL other team personnel on foot must go via the same route as the trolleys.

Return to Support Paddock

Teams exit through the same route as they arrived.

At the end of the practice and qualifying session, after taking the chequered flag, cars should continue to turn 10 where they must leave the track to go into the support paddock parc fermé area.

At the end of both races after taking the chequered flag, the podium cars should complete the lap to the F1 pit lane for the podium presentation. All other cars should continue to turn 10 where they must leave the track to go into the support paddock parc fermé area. The three podium cars should stay in front of the field and will be under parc fermé conditions to be push back via medical centre.

All cars in the F1 pit lane at the end of each session will be allowed to go on track and continue to turn 10 where they must leave the track to go into the support paddock parc fermé area.

Pit Lane Procedures Times

Local marshals will be in control of trolley and race car movements so please follow their instructions. The timings below are approximate and for guidance only:

Friday – Practice (09:15 – 10:00)

Trolleys loaded and ready to depart	08:30
Trolleys released to F1 pits	approx. 08:55
Race cars released to F1 pits	approx. 09:05

Friday – Qualifying (15:30 – 16:00)

Trolleys loaded and ready to depart	14:45
Trolleys released to F1 pits	approx. 15:10
Race cars released to F1 pits	approx. 15:20

Saturday – Race 1 (pit lane open 10:20)

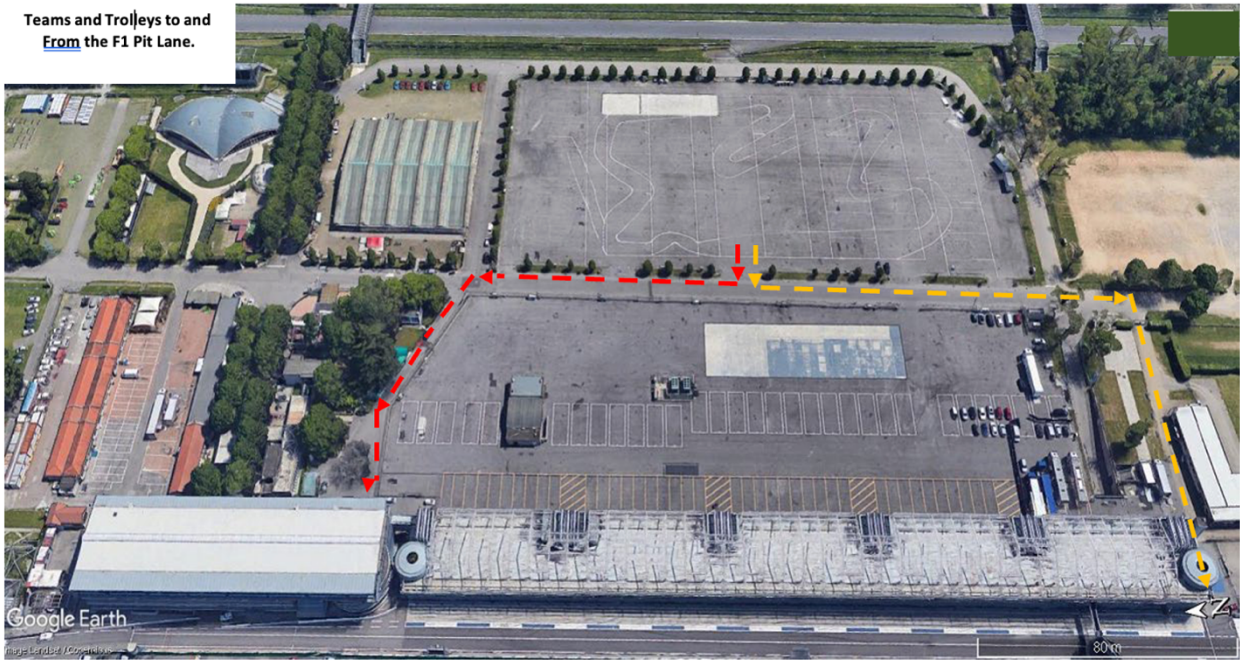
Trolleys loaded and ready to depart	09:35
Trolleys released to F1 pits	approx. 10:00
Race cars released to F1 pits	approx. 10:10

Sunday – Race 2 (pit lane open 08:20)

Trolleys loaded and ready to depart	07:35
Trolleys released to F1 pits	approx. 08:00
Race cars released to F1 pits	approx. 08:10

Claro Ziegahn
The FIA Formula 3 Race Director

Teams and Trolleys to and
From the F1 Pit Lane.



Trolleys and Team Personnel
to and from the Pit Lane



Team Personnel involved with the
Starting of Cars at the paddock exit



MONZA EVENT

08TH TO 11TH SEPTEMBER 2022

TYRE SCHEDULE

(ART. 24.6. 2022 FORMULA 3 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 3 tyre parc fermé is situated in the Pirelli service area
- No wet tyres will be allowed in the tyre parc fermé
- Wet tyres remain in possession of teams
- All tyres in the possession of teams must be visible to the Scrutineers at all times during the event
- The tyre pressure and temperature master gauge is available at the F2 FIA weigh platform area

Thursday 08th September

14:00 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

18:00 All dry tyres must be deposited in the FIA Formula 3 tyre parc fermé

Friday 09th September

07:15 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

2 h after end of car Parc fermé

All dry NEW and all USED tyres must be deposited in the FIA Formula 3 tyre parc fermé

Saturday 10th September

08:20 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

2 h after end of car Parc fermé

All dry NEW and all USED tyres must be deposited in the FIA Formula 3 tyre parc fermé

Sunday 11th September

06:20 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

2 h after end of car Parc fermé

All tyres must be returned to the Pirelli service area


Grand Prix of the Italy 09-11/09/22 (22F3R09MZA)

Compound	FL	FR	RL	RR
Soft	RM4	RM4	RM5	RM5
Wet	RL7	RL8	RL9	RM0

Carryover
MEDIUM

Minimum Pressure, Camber limits, Wear Life

	Front (psi)	Rear (psi)
Slicks	15.5	14.5
Wet	15.5	13.5

	FE Camber Limit		RE Camber Limit	
FP & Q	-4.75°		-3°	FP & Q
Race	-4.25°		-3°	Race
	Avg wear @15 Laps		Avg wear @15 Laps	
	Soft N/A %		N/A %	

GENERAL NOTES

Teams are kindly reminded that the following parameters will be subjected to FIA checks during the event:

- Minimum tyre pressure
- Static Camber
- Tyre allocation and Tyre swapping

Tyre Notes

- | | |
|---|---|
| <ul style="list-style-type: none"> • Not permitted to switch tyres from their allocated position. • Do not subject tyres to large deformation or impact. • Revised prescriptions could be issued at any time during the weekend in accordance with the FIA F3 Sporting Regulations. • Tyre pressure will be monitored in accordance with procedure outlined in the team FTP area. | <ul style="list-style-type: none"> • Teams are kindly asked present Wet rims to the Pirelli Service Area by 10:00 for initial fitting on 07/09. • Teams are kindly asked present Slick rims to the Pirelli Service Area by 09:00 for initial fitting on 08/09. • Teams are advised that mounted Wet units will be carried over from Italy (R09MZA) to the next test event. Pirelli to transport mounted Wet units. • Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned. |
|---|---|